

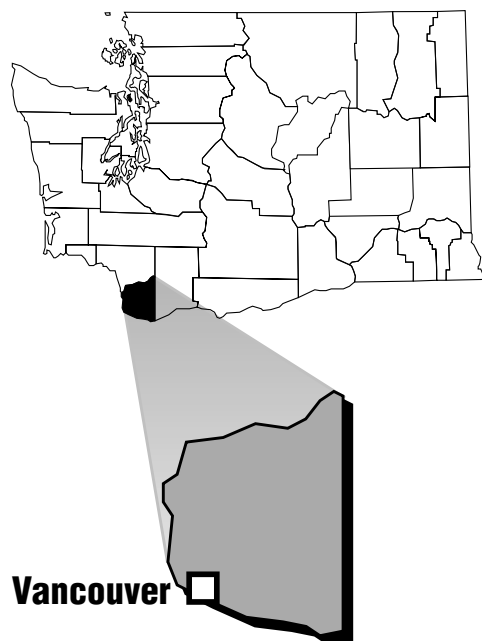
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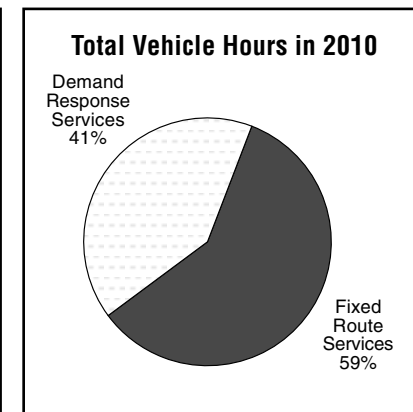
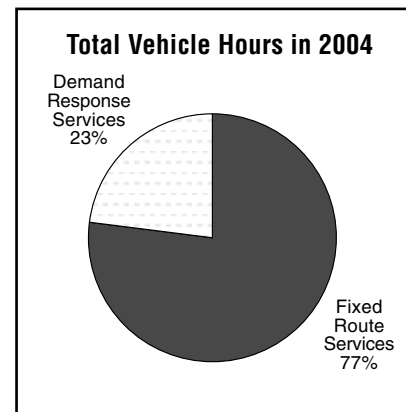
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Internet Home Page: <http://www.c-tran.com>



## System Snapshot

- Operating Name: C-TRAN
- Service Area: Clark County, excluding the bi-county city of Woodland.
- Congressional District: 3
- Legislative Districts: 15, 17, 18, and 49
- Type of Government: Public Transportation Benefit Area
- Governing Body: Nine-member board of directors comprised of three Clark County Commissioners, three city of Vancouver councilmembers, one city councilmember from either Camas or Washougal, one city councilmember from either Battle Ground or Yacolt, and one city councilmember from either Ridgefield or La Center.
- Tax Authorized: Up to 0.9 percent sales tax legislatively authorized. Voters approved 0.3 percent sales and use tax in November 1980.
- Types of Service: 26 fixed routes, The Connector (general purpose dial-a-ride) and C-VAN Paratransit service as defined in the Americans with Disabilities Act (ADA).



## C-TRAN

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- Days of Service: Generally, weekdays between 5:00 a.m. and 9:30 p.m.; Saturdays, between 6:45 a.m. and 8:15 p.m.; Sundays and holidays, between 8:00 a.m. and 7:00 p.m.
- Base Fare: \$1.00 per boarding for fixed route within Clark County and 50 cents per boarding for disabled/seniors.

### Current Operations

C-TRAN provides a variety of weekday services:

- 18 local routes in Clark County.
- Eight express commuter routes (to downtown Portland).

In addition to regular weekday service, C-TRAN operates all local routes and two rural routes on Saturdays and Sundays, and the express route to Parkrose Transit Center on Saturdays.

C-TRAN provides an innovative reservation-based transportation service in Camas called The Connector, which is “on demand” service and does not follow a specified route.

C-TRAN provides C-VAN Paratransit services for individuals with disabilities who cannot use regular bus service and are within  $\frac{3}{4}$  mile of a fixed route.

### Revenue Service Vehicles

Fixed Route – 112, ADA accessible, age ranging from 1990 to 2004.

Demand Response – 48, equipped with wheelchair lifts, age ranging from 1994 to 2004.

Vanpool – One, age 1999.

### Facilities

C-TRAN has a single Administration-Operations-Maintenance facility at 2425 NE 65th Avenue in Vancouver. C-TRAN also leases adjoining accessory office space and fleet parking.

C-TRAN operates three transit centers: 7th Street (downtown Vancouver), Vancouver Mall, and Fisher’s Landing. Each location has a Passenger Service Office, employee break room, transit security space, and bicycle lockers or rack facilities. The 7th Street and Fisher’s Landing Transit Centers also maintain rest rooms for public use.

Vancouver Mall and Fisher’s Landing Transit Centers have park and ride lot capacity. In addition, C-TRAN operates five park and ride facilities (Battle Ground, Ridgefield, Salmon Creek, Camas/Washougal, and Evergreen). Parking spaces and bus access is also utilized under agreement with Bonneville Power Administration at Ross Complex and K-Mart at the Andresen location. When combined, vehicle parking spaces available at these park and ride facilities total more than 1,600.

C-TRAN maintains 217 bus shelters and benches throughout the fixed route system.



## Intermodal Connections

C-TRAN utilizes local taxi service to make passenger connections with the Vancouver Amtrak station. Intercity bus connections can be made at the Greyhound bus terminal located adjacent to the downtown 7th Street Transit Center. Additionally, bike locker and rack facilities are located at each of C-TRAN's transit centers and park and ride facilities.

C-TRAN connects with TriMet (Oregon), enabling access to Portland and its three suburban counties in Oregon.

## 2004 Achievements

- Topped 7 million passenger trips.
- Achieved farebox recovery all time high of 19.65 percent.
- Board of Directors adopted a preferred service alternative.
- Placed "C-TRAN's Little Bus" in service as requested by the public.
- Completed Vancouver Mall site selection.
- Completed fare policy study.
- Selected, purchased, and installed a new phone system.
- Deployed the Intelligent Transportation Systems (ITS) "mini-fleet" and introduced Computer Aided Dispatching and Automated Vehicle Locator systems (CAD/AVL).

## 2005 Objectives

- Carry out the Board authorized agency realignment consolidating the existing five departments into three.
- Introduce a new fare structure with the goal of attaining a fixed route farebox recovery ratio of 21.3 percent.
- Match service levels with available revenue which requires either:
  1. securing new, voter-approved revenue to preserve and restore service, or
  2. reducing service to match existing funding levels.
- Initiate the master plan for the current Administration/Operations/Maintenance facility to consolidate staff from adjacent leased office space.
- Complete a 7th Street Transit Center relocation feasibility study.

## Long-range (2006 through 2010) Plans

- Resolve funding issues resulting from Initiative 695.
- Increase system efficiencies through the continued deployment and use of ITS technology.
- Complete the priority capital projects approved by the C-TRAN Board of Directors to include the construction of 99th Street Transit Center, the relocation of 7th Street Transit Center, and site improvements of the Vancouver Mall Transit Center.

## C-TRAN

	2002	2003	2004	% Change	2005	2006	2007	2010
<b>Annual Operating Information</b>								
Service Area Population	363,500	372,215	<b>383,220</b>	2.96%	N.A.	N.A.	N.A.	N.A.
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	250,108	244,548	<b>243,988</b>	-0.23%	212,971	111,184	111,184	111,184
Total Vehicle Hours	271,295	264,254	<b>263,440</b>	-0.31%	229,950	120,048	120,048	120,048
Revenue Vehicle Miles	3,815,471	3,779,640	<b>3,846,235</b>	1.76%	2,815,200	1,469,707	1,469,707	1,469,707
Total Vehicle Miles	4,158,718	4,108,899	<b>4,168,732</b>	1.46%	3,060,000	1,597,508	1,597,508	1,597,508
Passenger Trips	6,215,424	6,669,074	<b>6,804,572</b>	2.03%	5,642,868	3,307,363	3,334,285	3,538,370
Diesel Fuel Consumed (gallons)	938,777	887,397	<b>855,975</b>	-3.54%	N.A.	N.A.	N.A.	N.A.
Fatalities	2	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	16	24	<b>11</b>	-54.17%	N.A.	N.A.	N.A.	N.A.
Collisions	3	4	<b>9</b>	125.00%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	248.9	249.1	<b>255.1</b>	2.43%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$19,946,477	\$19,731,628	<b>\$19,724,094</b>	-0.04%	\$20,629,490	\$11,739,397	\$12,326,367	\$14,269,311
Farebox Revenues	\$3,435,815	\$3,465,502	<b>\$3,876,010</b>	11.85%	\$3,799,740	\$2,270,360	\$2,290,753	\$2,858,411
<b>Demand Response Services</b>								
Revenue Vehicle Hours	61,538	66,634	<b>71,099</b>	6.70%	68,351	65,663	68,247	76,069
Total Vehicle Hours	70,945	76,431	<b>80,235</b>	4.98%	78,400	70,898	73,688	82,134
Revenue Vehicle Miles	988,039	1,064,508	<b>1,082,385</b>	1.68%	1,069,600	967,251	1,051,310	1,171,809
Total Vehicle Miles	1,103,405	1,193,712	<b>1,229,935</b>	3.03%	1,215,800	1,099,462	1,142,728	1,273,706
Passenger Trips	180,867	199,524	<b>200,088</b>	0.28%	167,127	182,916	193,063	215,191
Diesel Fuel Consumed (gallons)	129,385	140,243	<b>146,859</b>	4.72%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	9	3	<b>1</b>	-66.67%	N.A.	N.A.	N.A.	N.A.
Collisions	3	1	<b>1</b>	0.00%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	60.0	60.8	<b>57.9</b>	-4.70%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$4,230,820	\$4,489,742	<b>\$5,115,421</b>	13.94%	\$5,297,406	\$5,141,387	\$5,504,059	\$6,703,787
Farebox Revenues	\$81,943	\$84,458	<b>\$74,693</b>	-11.56%	\$125,741	\$137,187	\$144,797	\$174,305

	2002	2003	2004	% Change	2005	2006	2007	2010
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	127,216	104,600	<b>62,519</b>	-40.23%	890	0	0	0
Total Vehicle Miles	127,216	104,600	<b>62,519</b>	-40.23%	890	0	0	0
Passenger Trips	35,911	36,442	<b>26,318</b>	-27.78%	1,440	0	0	0
Vanpool Fleet Size	9	9	<b>1</b>	-88.89%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	9	9	<b>1</b>	-88.89%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	9,313	9,111	<b>3,663</b>	-59.80%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	.1	.7	<b>.2</b>	-73.76%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$77,832	\$64,318	<b>\$42,956</b>	-33.21%	\$19,461	\$0	\$0	\$0
Vanpooling Revenue	\$73,295	\$68,294	<b>\$47,194</b>	-30.90%	\$1,155	\$0	\$0	\$0



## C-TRAN

	2002	2003	2004	% Change	2005	2006	2007	2010
<b>Annual Revenues</b>								
Sales Tax	\$11,939,105	\$12,972,872	<b>\$14,583,396</b>	12.41%	\$14,249,820	\$12,438,400	\$12,935,936	\$14,551,169
Farebox Revenues	\$3,517,758	\$3,549,960	<b>\$3,950,703</b>	11.29%	\$3,925,481	\$2,407,547	\$2,435,550	\$3,032,716
Vanpooling Revenue	\$73,295	\$68,294	<b>\$47,194</b>	-30.90%	\$1,155	\$0	\$0	\$0
Federal Section 5307 Preventive	\$0	\$0	<b>\$3,027,000</b>	N.A.	\$3,830,630	\$1,688,102	\$2,164,469	\$3,106,465
FTA JARC Program	\$0	\$0	<b>\$33,477</b>	N.A.	\$183,788	\$0	\$0	\$0
Other Federal Operating	\$3,027,319	\$3,091,163	<b>\$10,000</b>	-99.68%	\$10,000	\$0	\$0	\$0
State Special Needs Grants	\$0	\$0	<b>\$485,532</b>	N.A.	\$159,712	\$0	\$0	\$0
Other State Operating Grants	\$0	\$0	<b>\$78,213</b>	N.A.	\$0	\$0	\$0	\$0
Other	\$2,322,653	\$1,652,575	<b>\$1,014,885</b>	-38.59%	\$852,000	\$858,055	\$608,344	\$545,251
Total	\$20,880,130	\$21,334,864	<b>\$23,230,400</b>	8.88%	\$23,212,586	\$17,392,104	\$18,144,299	\$21,235,601
<b>Annual Operating Expenses</b>								
Annual Operating Expenses	\$24,255,129	\$24,285,688	<b>\$24,882,471</b>	2.46%	\$25,946,357	\$16,880,784	\$17,830,426	\$20,973,098
Other	\$3,218,981	\$4,566,692	<b>\$5,701,212</b>	24.84%	\$27,441	\$0	\$0	\$0
Total	\$27,474,110	\$28,852,380	<b>\$30,583,683</b>	6.00%	\$25,973,798	\$16,880,784	\$17,830,426	\$20,973,098
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	<b>\$2,336,079</b>		\$6,872,208	\$324,000	\$0	\$0
CM/AQ and Other Federal Grants	\$511,383	\$8,908,836	<b>\$771,004</b>		\$2,470,697	\$2,022,157	\$0	\$28,951
Local Funds	\$0	\$0	<b>\$769,583</b>		\$8,078,883	\$2,613,227	\$229,158	\$1,050,000
Capital Reserve Funds	\$555,626	\$4,490,542	<b>\$1,594,445</b>		\$797,891	\$10,383,653	\$1,177,460	\$7,238
Total	\$1,067,009	\$13,399,378	<b>\$5,471,111</b>	-59.17%	\$18,219,679	\$15,343,037	\$1,406,618	\$1,086,189
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$29,381,687	\$27,160,512	<b>\$20,053,994</b>	-26.16%	\$8,736,785	\$6,123,558	\$5,894,400	\$5,480,168
Working Capital	\$5,220,033	\$5,333,716	<b>\$5,000,000</b>	-6.26%	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Capital Reserve Funds	\$30,063,344	\$23,962,510	<b>\$25,974,274</b>	8.40%	\$25,565,997	\$15,693,664	\$14,830,077	\$12,337,674
Insurance Fund	\$3,000,000	\$3,000,000	<b>\$3,000,000</b>	0.00%	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Total	\$67,665,064	\$59,456,738	<b>\$54,028,268</b>	-9.13%	\$42,302,782	\$29,817,222	\$28,724,477	\$25,817,842

### ***Performance Measures for 2004 Operations***

	<b>Fixed Route Services</b>		<b>Demand Response Services</b>	
	<b>C-TRAN</b>	<b>Urbanized Averages*</b>	<b>C-TRAN</b>	<b>Urbanized Averages</b>
Fares/Operating Cost	19.65%	17.55%	1.46%	1.91%
Operating Cost/Passenger Trip	\$2.90	\$4.21	\$25.57	\$25.78
Operating Cost/Revenue Vehicle Mile	\$5.13	\$6.42	\$4.73	\$4.77
Operating Cost/Revenue Vehicle Hour	\$80.84	\$98.64	\$71.95	\$67.93
Operating Cost/Total Vehicle Hour	\$74.87	\$84.37	\$63.76	\$61.28
Revenue Vehicle Hours/Total Vehicle Hour	92.62%	86.96%	88.61%	89.92%
Revenue Vehicle Hours/FTE	956	913	1,227	1,072
Revenue Vehicle Miles/Revenue Vehicle Hour	15.76	15.35	15.22	14.41
Passenger Trips/Revenue Vehicle Hour	27.9	24.6	2.8	2.7
Passenger Trips/Revenue Vehicle Mile	1.77	1.62	0.18	0.19

\*Excluding Sound Transit.

